

Today's Advertisements.

HONGKONG RIFLE ASSOCIATION.

THE LONG RANGE CUP COMPETITION POSTPONED from LAST SATURDAY, will be held TO-MORROW, the 23rd instant, at 3 p.m. Weather permitting. MOWBRAY S. NORTHGOTE, Hon. Secretary.

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEHU AND HLOILO. THE Company's Steamship "KWEIYANG," Captain Outerbridge, will be despatched as above TO-MORROW, the 23rd instant, at Noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "VALETTA" FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS. Consignees at Cebu by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo: From London, S.S. *Barbours*. From Madras, S.S. *Lodiana* and *Pendur*. Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

A. M. MARSHALL, Acting Superintendent.

Hongkong, 22nd June, 1900.

AN APPEAL. THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Force, for their kind patronage and support, and to advise to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Children's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER or OLD ENVELOPES to be made into Books for the Children of the Four Seasons, who are taught by the Sisters.

Hongkong, 22nd April, 1897.

Intimation.

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARET'S.

BEST ESTERRED Red Capulet, \$ 6.50 7.50
C ST. JULIEN, Red Capulet, 9.00 9.60
D'LA ROSE, Red Capulet, 12.50 13.50

CHATEAU HAUT BRION LAKES
— RIVIER 18.00 19.20
CHATEAU MOUTON D'ARMAH
— HAQO 21.00 22.20
CHATEAU POUSET CARNET 25.00
CHATEAU LA TOUR CARNET 30.00
CHATEAU LAFITE 42.00
CHATEAU LAFITE 48.00

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET. CHATEAU RAUZY and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

BIRTHS.

On the 14th inst., at No. 34, Seachuen Road, Shanghai, the wife of M. A. SOPHER, of a daughter.

On the 16th inst., at No. 5, Mohawk Villas, Shanghai, the wife of F. H. ARMSTRONG, of a son.

MARRIAGE.

On the 14th inst., at H.B.M. Consulate, Chinkiang, E. STARKEY to MIYASAKI TOMI.

DEATHS.

At Paoli, Penn., at the residence of his sister, on the 20th of May, WALTER R. EASTLACK, late of Shanghai, in the 43rd year of his age. Deeply regretted.

At No. 4, Park Lane, Shanghai, on the 15th inst., ESMERITA VIEIRA RIBEIRO.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 22, 1900.

TELEGRAMS.

Special to the "Hongkong Telegraph."

SPECIAL TELEGRAM.

THE TROUBLE IN THE NORTH.

TIENTSIN BOMBARDED.

"ALACRITY" TO THE RESCUE.

(From Our Own Correspondent.)

SHANGHAI, June 22nd.

11.10 a.m.

There is no later authentic news from either Peking or the Peking Relief Force.

A telegram received by the American Consul here reports that the Chinese bombarded the Tientsin settlement on the twentieth with forty-pounder guns and destroyed the United States Consulate.

A telegram from Wei-hai-wei states that H. M. despatch vessel *Alacrity* has left for Shih-tao to rescue the missionaries there.

Received 12.25 p.m.

Published 5.30 p.m.

REUTERS' TELEGRAMS.

THE WAR.

THE ORANGE RIVER COLONY.

FREE STATERS TRY TO GET SOUTH.

London, June 20th.

A large force of Free Staters is concentrating in front of General Rundle with the intention of breaking through to the South. The Transvaalers are retreating before General Buller and joining the Free Staters.

THE CRISIS IN CHINA.

FOREIGN FORCES.

France has ordered three warships to China, also a battalion of Marines and two batteries of Artillery. Germany is sending two battalions of Marines.

LATER.

THE WAR.

COMMANDANT DE WET'S FORCES ROUTED.

RAILWAY AND TELEGRAPH RESTORED.

General Hunter's advance column has occupied Kingstonsburg without opposition.

General Methuen while escorting a convoy to Heilbron routed Commandant De Wet's forces, who endeavoured to prevent his entry into Heilbron.

General Hunter captured two guns between Pretoria and Rustenburg.

Railway and telegraph communication between Pretoria and Cape town is restored.

WEATHER REPORT.

The Observatory report says:

On the 22nd at 11.55 a.m. the barometer has risen over Formosa and the Philippines, fallen on the E. coast of China. Pressure is high over the Pacific, and the low area in the China Sea seems to have moved W.N.W., and to have approached Hainan. Gradients slight in the North, moderate to rather steep with strong S.E. and S. winds over the N.E. part of the China Sea. FORECAST:—Fresh S.E. winds; squally, showery.

LOCAL AND GENERAL.

The band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m. — PROGRAMME.

1. "March" "Pia Divok" "Auber."
2. "Overture" "Sancho Panza" "Williams."
3. "Selections" "Il Trovatore" "Verdi."
4. "Polka" "The Gay Parisienne" "Kliffers."
5. "Serenade" "Before the Window" "Schubert."
6. "Polka" "Ma Mie Rosette" "Desormes."

Col. Gourard, a distinguished American Officer has conceived the idea of sending photographic messages to our Army in South Africa from relatives and friends. Into the photograph Mr. Haden Powell consented to speak. But she only got as far as "Steve do you hear your mother's voice?" when she broke down. Later on she is to speak a longer message to her son which with many others will be taken out to South Africa to him by Lord Vivian who was to leave on the 26th May last.

THE Fall Mall Gazette of the 19th May, says.

—The fair dream of electrically-driven trains on the Underground seems in the way of realization. On Monday next the first passenger train driven by electric-motor will run between Earl's Court and Kensington High-street. Kings and prophets among the people have longed to see this day, but have given it up as a bad job. Now they may have heat of grace. If things go as well as they have done during this last week of trial trips and experiments, the days of the smoke-vomiting locomotive are numbered in so far as the District trains are concerned. Of course, other trains run over the District lines, and it is not to be supposed that these companies will adopt the new motive power just yet, but one lives in hopes. The suburban dweller, who has been straining his eyes through a fog of smoke and sulphur in the "tunnel" of the tunnels, these years past, may buy himself for a little more endurance by the thought that at some get-at-able date he will be able to travel home with the windows of his compartment down without the fear of asphyxia. At least this is something. Presently, London will be as well off in the matter of locomotion as the big cities of the Continent.

NAVAL.

H.M.S. *Phaon*, Captain H. C. Reynolds, conveying the destroyer *Officer*, Lieutenant Commander H. O. Wilkin, arrived from Singapore this morning. The customary salutes were exchanged. Both vessels are now coaling with all possible despatch.

According to a Shanghai paper, H.M.S. *Undaunted* will go to Nanking and H.M.S. *Hermion* will proceed up the river from Woosung.

Up to the time of going to press none of the warships lying here had received orders to leave, though all are ready for sea at short notice.

REINFORCEMENTS FOR WEI-HAI-WEI.

A foreman of works, a non-commissioned officer and eighteen sappers are to leave for Wei-hai-wei to-morrow. They are supposed to be going to erect a base hospital at Wei-hai-wei for use during the troubles in the north.

ARMED ROBBERY.

Yet another case of armed robbery has to be reported, and although this one is not noted for any extensive lootings, still the circumstances attending it are quite sufficient to show how daring these piratical ruffians are becoming.

The facts in possession of the police, so far as are as follows: About noon yesterday three men engaged a sampan at Hungsho to take them to a place called Sai Chai Wan. They went ashore at the latter place, the sampan waiting for them. On the return journey, about half way, they attacked the old man in the sampan with chopsticks which they had with them, cutting him severely, then set upon a woman and child, also cutting them. They forced the three occupants down below, and after getting possession of everything of value on the boat, including \$24 in money, jewellery and clothing, they ran the sampan ashore below North Point and made off. The police have not yet made any arrests.

It is quite apparent from the number of armed robbery cases we have had during the past three months, that the mainland has been visited by a large number of gangs of robbers, who from their dialects evidently had from the North.

The police themselves are not to blame, as their recent successful captures will testify. It is the undetermined state of the force, and the sooner it is increased the better.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon at 4.15 p.m. The President (the Hon. R. D. Ormsby, Director of Public Works) was in the chair, and there were also present: Dr. Lawson (Acting Principal Civil Medical Officer, Mr. F. J. Baddeley (Acting Captain Superintendent of Police), Lieut. Colonel Ryan, R.A.M.C., Mr. J. McKie, Dr. Hartigan, Dr. F. Clark (Medical Officer of Health), Mr. E. Osborne, Mr. Fung Wa Chuen, Mr. Chan A Fook and Mr. G. A. Woodcock, Secretary.

The various papers which were laid before the Board were reported in full in our issue of yesterday.

INTERNATIONAL SANITARY CONVENTION. Dr. Clark said he had proposed that the copy of these regulations should be translated and published in the *Government Gazette*, for the information of the shipping community. Mr. McKie, who represented that community, did not approve of it, still he thought that if they were published in the *Government Gazette* they would be of use to the community.

Lieut. Colonel Ryan, R.A.M.C., seconded. He said that he thought these regulations ought to be known.

Mr. McKie said he quite agreed with that, but it would do no good to publish them as proposed, as he could say not a single captain ever got the *Gazette*.

Mr. Baddeley proposed that they be published in pamphlet form and thus distributed. The M.O.H., however, adhered to his proposal, which being put to the meeting was carried unanimously.

DR. CLARK'S MOTION.

Dr. Clark then addressed the meeting on the motion standing in his name, viz. "That the Board recommend the Government to extend the provisions of the European District Reservation Ordinance No. 16 of 1888 to that portion of the Kowloon Peninsula which lies to the South of Austin Road."

Since he had given notice of this resolution he had been informed that the Government had had the matter in hand and were still considering it. He had talked over the matter with members and he thought that perhaps the hands of the Government would be strengthened if the Board forwarded a resolution in the terms suggested in his motion. The area which he moved should be reserved for European occupation was marked on the map he had in front of him. Members would see it was a very small portion even of old British Kowloon, being in extent not more than 200 acres, and less than one-eighth of that portion of the peninsula. The circumstance which brought this matter specially to his notice was a plan which he had before him, by which it was proposed to build 28 houses for occupation by Chinese upon the site of one European house which formerly was in the area which he had

defined. The Government had been able to prevent the erection of Chinese houses upon the actual site of the European house, but at present there was nothing to prevent the erection of Chinese houses where the garden was. The pre-ambles of the Ordinance providing for the reservation of a European district in the city of Victoria said: "Whereas the health and comfort of Europeans in a tropical climate demand conditions which are inconsistent with the neighbourhood of houses crowded with occupants and otherwise used after the manner customary with the Chinese inhabitants, etc., it is desirable to reserve by law a district wherein such conditions may be secured." That summed up the whole question. It was wise of the Government to reserve some district where Europeans might live together and where they would not be exposed to such diseases as smallpox and plague by the proximity of Chinese tenement houses. It so happened, fortunately, that almost the whole of the European houses were in the little area marked on the plan, and he was credibly informed by European residents in Kowloon that a short time ago a scheme was on foot to pull down a large number of these European houses and erect in their places Chinese houses. Therefore if action was to be taken it must be taken very promptly or it would be almost too late. He might say that the resolution if passed and the Ordinance if adopted would not apply to existing Chinese dwellings in the prescribed area.

Lieut. Col. Ryan in seconding the motion, said he had much pleasure in doing so, as he thought that the Board should make the same provisions for the European residents in Kowloon as they did for those in Victoria.

Mr. Osborne remarked that this was no light matter which had been brought up. This portion of Kowloon Peninsula, although it had hitherto been occupied mainly by European dwellings, was undoubtedly intended in the future to be the business portion of the mainland. There must be congregated there in the future if they were going to have any railway station, and shops and factories of all kinds, and if the Sanitary Board thought they could stay the tide of progress by the measures suggested by the Medical Officer, they would find themselves mistaken. They were there not to legislate or advise legislation for the comfort of people but for the health of the people, and it seemed to him that whether they were Chinese or whether they were Europeans it was their duty to see that they lived in a healthy state. If the Chinese houses proposed to be built on the site of this European house were insanitary, they ought not to pass the plan; but to say in this wholesale manner that no portion whatever of the Kowloon Peninsula should be occupied by Chinese or workmen, but that the whole should be laid out in villa residences, might be very desirable, but it was utterly wrong economically. There were persons who had invested money in property there, persons who, like the shareholders of the company which he represented, had invested large sums of money for developing large trading concerns there. Without their employees living close at hand it would be impossible for them to carry on their business. This resolution if it was passed would mean that that part of Kowloon Peninsula indicated would be practically doomed from a business point of view.

As to the second remark, he asked what had been the result of this reservation in Victoria? On the reclaimed ground Chinese houses could now be built in front of the area reserved for European occupation.

The President: Do you propose an amendment?

Mr. Osborne: No.

Mr. Fung Wa Chuen said he quite agreed with Mr. Osborne. He said that if they put restriction down like this they must pay compensation to people. They would be simply interfering with private rights. Of course he liked to see fine houses everywhere, but as Mr. Osborne had rightly pointed out, if the place was intended as a business place it was wrong to make these restrictions.

The President said that this matter had been receiving very careful consideration from the Government for some time, and it was likely to bear fruit. He was sorry the Medical Officer of Health had not restricted the area a little more, because he thought that west of Robinson Road it was impossible to do anything except with perhaps a small part bounded by Garden Road. If the area in question were in the hands of the Government the matter would be a simple one, but as a matter of fact nearly every square foot was out of the hands of Government. South of Austin Road was now in the hands of private individuals, although a great part had not been built over. He foresaw very great difficulties in the way of carrying this out.

On being put to the meeting the motion was carried by 4 to 3. Mr. Baddeley, Dr. Clark, Dr. Lawson, Lieut. Col. Ryan, voting for and Mr. McKie, Mr. Fung Wa Chuen and Mr. Chan A Fook voting against. Dr. Hartigan and Mr. Osborne did not vote.

REHOUSING.

On the motion of Dr. Clark, seconded by Dr. Hartigan, it was decided to return the paper on the rehousing question to the Colonial Secretary, with copies of the members' remarks thereon, in order that the views of the Board on the subject might be seen.

THE REPORTED OUTBREAK OF CHOLERA IN SAIGON.

Dr. Clark proposed that the Government be asked to enquire whether cholera was raging in Saigon, as stated in the public press this morning. If the report were true, vessels from there should be medically examined before communicating with the shore. It was a simple matter for the Government to make the enquiry.

Dr. Lawson—I think you might include Bangkok as well.

Dr. Clark—Very well.

Lieut. Col. Ryan seconded, and the motion was carried.

This was all the business.

AT THE MAGISTRACY.

Inspector Baker has for some time been keeping a watchful eye on the house situated at 51 High Street where, he suspected extensive gambling was going on. He had made several night visits without success. Yesterday however about 11 a.m. Lance Sergeant Sullivan entered the house and found a gang of 17 men engaged in gambling.

This morning two of them were fined \$10 each and the remainder \$1 each.

A young German named W. Nagel in the employment of Messrs. Grossman & Co., 72, Queen's Road Central made his fifth appearance at the Police Court, being charged on this occasion with using abusive and threatening language towards Adolf Thiesen of Blackhead & Co. Mr. Hazeland sentenced him to a fine of \$35 or one month's imprisonment with hard labour.

Inspector Brett summoned 17 occupants of houses for failing to comply within the stated time with the Sanitary Board's order to cleanse and whitewash their premises and fines ranging from \$5 to \$10 in each case were imposed.

AFFAIRS IN THE NORTH.

(From Our Own Correspondent.)

TIENTSIN, June 21st.

On Saturday last we were rendered very anxious by the receipt of telegrams from the British and American Legations that affairs were assuming a shape which suggested the worst possibilities unless troops were sent immediately. All the foreigners were stated to be in the British Legation, including all nationalities, with the United Guards posted round it, though this is not at all clear, and I am rather inclined to think that it is simply all the Britishers, Missionaries, Customs Service etc., who are there, with possibly the ladies and children from the other Legations. From the general state of affairs it would seem clear that all business and negotiations between foreigners and the Chinese Government has ceased, as one of the last wires received here from the Capital was from Sir Robert Hart on Sunday, which said "still safe but critical" or something to that effect. We may be sure when the I. G. sends a message of that kind matters are serious, and as all telegraphic communication is still interrupted the gravest fears are entertained that the unfortunate people that are up there are being massacred or starved to death. On Saturday night a meeting of the Consular Body with naval officers was immediately held, and though Col. Wagnock and the French Consul I believe, deprecated the necessity for any extraordinary haste, and urged the advisability of waiting till they could land a large force of 3 or 4 thousand (i.e. Russian) the British and American Consuls with their naval conferees, resolutely expressed the determination to start the next morning, and the other Powers had to agree or be "left." During the night 600 British and various detachments of other nationals were landed, and by 10 o'clock nearly 1,000, chiefly British, were entrained under command of Admiral Seymour, with Capt. MacCalla of the U. S. *Warhawk*, and left the station. An open truck with a nine pounder manned by blue jackets was in front of the engine, and in the body of the train, Admiral Seymour and staff occupying a private car at the rear. Mr. Campbell of the Consular Service and Reuter's Peking representative, Mr. Whittall, were on the train; so were Mr. Curry, engineer, with a staff of workmen and thousands of sleepers. There were no Chinese on engine or train. A second train with British, Russian, Japanese and French left within an hour, and later in the day a third, making a total of over 2,500 during the day. The Chinese railway authorities raised objection to the last train going, and their employees tried to run away with the engine but they were promptly brought to bay by the blue jackets with fixed bayonets. Capt. Bayly of the *Arcturion* is reported in reply to Director Tong's objections to their departure to have "fixed his eye" and intimated with a little verbal trimming that if he was so ill-advised as to repeat those objections he would be obliged to "string him up." I cannot vouch for this, but you are probably acquainted with Capt. Bayly, and judging by appearance it does not seem to me widely improbable. The progress of the expedition has been very slow, as yesterday afternoon some U.S. marines returned for more provisions and said they had only then reached Lo-fai, the bridge requiring more repairs than had been anticipated. Since their departure again with five days more supplies were of course known nothing. The *Arcturion* is here at last, she was previously reported by mistake for the *Arcturion*. We are looking out for the *Terrible*. We shall want plenty of troops to put this matter through. Here in Tientsin we are safe enough for the present if no Government troops come against us, but we are already experiencing the troubles of war in enhanced prices, and no servants, etc., and business is completely at a standstill. We do not anticipate the slightest chance of the troops being allowed to enter Peking peacefully, and the first rumour of hostilities will be the signal for the forts to go. There will be no waiting for a formal declaration of war against China, who will find her friend and ally Russia, when it comes to the scratch, has other eggs to hatch besides those in the China basket.

THE TROUBLE IN THE NORTH.

TELEGRAMS FOR TAKU AND TIENTSIN.

The Manager of the Joint Telegraph Companies, writes:—

"We are informed by the Chinese Telegraph Administration that the Imperial Posts can only undertake to deliver at Taku messages addressed to the various Admirals; they are unable to deliver other messages. On the arrival of our representative at Chefoo, he will forward all other messages under cover to the Commissioner of Customs and Posts Tientsin, care of the Commissioner at Taku, who has been asked by the Shanghai Commissioner to do his utmost to reorganize the delivery service."

"The Consuls have telegraphed urging the Admirals to establish a regular daily despatch boat between Chefoo and Taku, for the conveyance of telegrams and letters. The Japanese Naval Minister has already instructed the Japanese Admiral to this effect."

(From Shanghai Papers.)

THE N. C. D. NEWS learns by wire from Chengtu that all was quiet in Szechuan up to Thursday the 14th instant.

A CHINESE REPORT.

The Chinese maintain that two foreigners, a man and woman, lost their lives when the British Legation buildings at the Western Hills were burnt by the Boxers.

RIOTERS IN ANHUI.

At Hochow district in Anhui, the *Ta Ta-hui*, or Big Sword Society, are reported to be gathering to the number of 20,000 and are reducing the neighbourhood to a state of terror.

CHINESE CRUISERS SEEKING SAFETY.

This morning, says the *China Gazette* of 18th inst., two good-sized black-painted cruisers tore up the River at great speed, and passed up beyond the Arsenal, evidently in a great hurry to reach somewhere beyond the reach of foreign men-of-war. So great was their hurry that one of them got aground.

SHANGHAI PATROLLED.

Mounted police now patrol at night the roads leading into the Settlement, and the force has been increased to twenty men. The Consular and Observatory at Siciwei are guarded, while patrols are stationed on the Siciwei and Jessfield Roads and along the road from Yangtsepo bridge to the Point. They are armed with revolvers, lances and swords.

WAR MATERIAL FOR CHINA.

The Kiangnan Arsenal is working night and day for the Chinese troops and vessels, as is also the Longwharf Smokeless Powder Works, both within gunshot of the Foreign Settlements of Shanghai. There are 1,500 Chinese troops at Woosung and about as many more in the Arsenal and Native City.

The Extra we issued on Saturday giving a sketch of what the Boxers did in Peking on

the night of Wednesday last says the *N. C. D. News* of 18th inst. shows that the Government is prepared for war with all the Foreign Powers, for it is ridiculous to suppose that with all the well-armed troops it has at its command, it could not stop the Boxer riot if it wanted to. While a state of war exists in the north, it would be well if measures were taken here to prevent munitions of war being shipped from Shanghai to Taku; and it would also be well for the Consuls here to prevent their nationals from selling arms to Chinese, while the crisis lasts. It is a scandal to see in the Chinese newspapers advertisements offering Mauser rifles and ammunition for sale.

LI PING-HENG.

Northern telegrams received by the Shanghai mandarin confirm those of the *N. C. D. News* with reference to the appointment of the notorious Reactionist, Li Ping-heng, to the post of Viceroy of Chihli at the recommendation of Kang Yi. The telegrams further explain that the first intention was to re-appoint Li Hung-chang to his old post at Tientsin owing to his influence with foreigners generally, but that Li Hung-chang spoiled his chance by telegraphing from Canton on that very day urging the necessity of suppressing the Iho Chuan with a strong hand—a course diametrically opposed to the Empress Dowager's policy.

CHANG CHIH-TUNG'S ADVICE.

The Director-General of Chinese Telegraphs, H. E. Sheng, has received urgent telegrams from Viceroy Li Kun-yi and Chang Chih-tung to do his best to restore the line between Tientsin and Shanghai. It appears that the Tientsin line has been cut southwards as far as about a hundred and fifty miles north of Chefoo by sympathisers of the Iho Chuan—the fighting portion of the society being all in the vicinity of Peking—and the Chefoo Taku line has been ordered to restore the line at all costs, the line between Chefoo and Tsingkingpu via Chinkiang to Shanghai being still intact.

THE "HUNGKANG."

We (*N. C. D. News*) are glad to see that troops are being sent up from Hongkong, but it is just like our usual unreadiness that the authorities there should have discovered at the last moment how many or rather how few men the *Hungkong* could carry. It is not unlikely that every man that Hongkong can spare

alarm, but from what could be learnt the Boxers had not as yet troubled the community. Nevertheless every precaution was being taken to withstand an attack. There was an absence of the flaming threatening placards with which the Boxers have delighted to decorate the walls of Tientsin. The Russians landed about 5000 men, a number of splendid horses, together with ambulance wagons, stores &c. while the King's were at Taku.

TROUBLE IN THE PALACE.

The following telegraphic news has been received by members of the Reform Party at Shanghai:—Prince Ching, and Liao Shou-heng, President of the Board of Rites, have been dismissed from the Tsungli Yamen as "too timid," and that although Prince Tuan, father of the Heir-Apparent, has been appointed the same day (20th inst.) to succeed Prince Ching as President of the Yamen, he had strongly declined to take the post. The Empress Dowager, however, stood firm and further appointed Prince Na Yen-tu, Chi Hsiu, and P'u Hsing members of the Tsungli Yamen in order to assist Prince Tuan in inaugurating the new policy. If what the telegram above noted says is true, and we have no reason to doubt its accuracy, we can easily imagine what this "new policy" of the Empress Dowager's Government will be, namely, that it will be more reactionary, and more anti-foreign than any hitherto attempted by any Chinese government, even in its most conservative days. We have already given a slight, but nevertheless quite a sufficient sketch of the new President of the Tsungli Yamen in our issue of yesterday morning and it is, therefore, only necessary to state that his "assistant," Na Yen-tu, is a Mongol Prince of the Aikasin Tribe, who has always been a violent reactionary and for this has been patronised by Prince Ching and others of the Empress Dowager's advisers, who lately put him forward to the rank of a Minister of the President in order to "get" as many of their own people as possible around the present usurper of the Throne. Chi Hsiu, President of the Board of Rites, and P'u Hsing, the other two "assistants" in the new policy, are Imperial Clanmen who are great friends of Kang Yi and who have lately come into greater prominence owing to their also being reactionaries and violent anti-foreigners. P'u Hsing is a Vice-President of one of the Six Boards who it will be remembered was sent to Shantung last year to investigate charges made against Chang Ju-mei, then Governor of Shantung, for bribing Li Hsiang-shan to allow the latter to go to that province to investigate the Yellow River. Chang Ju-mei was dismissed, but Li Hsiang-shan escaped through the negligence of the Empress Dowager.—*N. C. D. News.*

A THREATENED RIOT AT WUJI.

June 14th. Placards were posted up last night throughout the city. The call for all the people to rise up and exterminate all the foreigners and burn their houses. We have always held that when the trouble which is going on now in North China broke out there would be uprisings in other parts of the country. The Yangtze valley has always been a hot bed for all kinds of bad characters and one has the fear that the time is not far distant when they will begin their old tricks. In looking around for all what have we in Central China—not a warship of any kind in the river and it would take days for any to go to Yangtze. Why should the latter be thus neglected by all the powers? No one can answer it. In fact this whole eastern question has been one stupendous blunder upon another, and it is liable to keep on to the end of the chapter. We hope our fears won't be realized, but the outlook is not at all pleasing. Will keep you posted if there is any serious trouble. [Since the foregoing was written we have received information that a Japanese firm has been attacked.—*Ed. C. G. China Gazette Cor.*]

THE FOREIGN FORCES IN THE NORTH. Leaving out of sight the foreign forces now in possession of Taku, there were on the 14th inst. as near as we can estimate the following forces:

At Peking 3000 guards of British, American, Japanese, German, French, Austrian, Italian and Russian nationality.

At Langfang, half way up the railway, a mixed force of 1,700 men, principally British, American, Japanese, German and French, under Admiral Seymour, unable to proceed further for reasons that are not altogether to be explained by the alleged scarcity of food and water, but more probably because of the difficulty of effectively operating such a very mixed command.

Two thousand Russians left Tientsin on the 13th, and on Saturday morning have arrived outside Peking by the Northern road, that is by a route higher up than the railway, on which Admiral Seymour appears to have walked into an ugly trap. The Russians, who have since landed several thousand more men, are now in the pleasing position of having been asked to extricate Admiral Seymour's party and relieving whatever foreigners there may be left in Peking. We are sorry to say that the Chinese are not acting alone in this matter, but have certain foreigners in their employ as advisers, who are advising them in such acts as the cutting off of Admiral Seymour, the destruction of the railway in his rear and the manipulation of the Telegraph system. We trust that all such rascals and those who are providing the Chinese with arms and ammunition and carrying the same to the Chinese troops at Taku and elsewhere, will meet with their deserts.—*China Gazette.*

THE PLAGUE.

Cases reported to 21st instant 691
Do. do. during past 24 hours 52
Total 660

Deaths reported to 21st instant 593
Do. do. during past 24 hours 7
Total 600

TIENSIN.

(From an Occasional Correspondent.)

WAITING FOR THE BOXERS. During the last few days we have rather been awaiting history than making it. Tientsin has been organising itself, and is now ready to give more than a warm reception to the Boxers, should they attempt a raid. Many of our eager spirits hope the so-called patriots will come. They say, with a good deal of sense, it would be the most ready method of pricking the bubble on which all the potency of the fellow, the idea of their invulnerability, this delusion extends. The Chinese of all classes believe it, and the creed has completely taken away any pluck the Imperial soldiery may have possessed. The minor officers and men make no secret of their halfheartedness in attacking an enemy who can catch bullets in their flight and who can, by a conjurer-like pass, deviate a bayonet from its aim. When once the Chinese mind is disabused of this idea of "Boxers' immunity from death and wounds," there will be a quick and fierce reaction; therefore the sooner it comes the better. The next and greatest desideratum is...

RAIN.

Jupiter Pluvius has been promising for weeks, but is dreadfully unpointed. Yesterday we had an hour or two of fairly heavy rain, accompanied by hail, but what we want is a two or three days' downpour. This would instantly affect the military and the social question beyond all computation. The nine months' drought, with the consequent fears of impending famines, the empty creeks, the dry wells, have been of incalculable value to the Boxers in their propaganda. Scarcity of food is so terrible a foe that political sedition is a welcome diversion to many.

THE BOXERS.

Unlike the duty of a conscientious analyst difficult, if one believed even one-twentieth of all that is circulated by sensible Chinese, one could fill columns, but every day the facts of the afternoon flatly contradict the certainties of the morning; and the news of the evening is utterly irreconcilable with both. Nearly all our news comes from rural Chinese sources, and is therefore tainted at its fount. Chinese, at present, are in a frenzy of fear and credulity, utterly incompatible with sane observation or true narrative. I have had to give up the telegraph, simply because it was a sheer impossibility to avoid shocking Shanghai with untruthful lies. The Jesuit and Protestant missions get some sort of information from their people, but for the most part it turns out the product of imaginative fear. Let your readers, therefore, be ready to make a very heavy discount on all so-called news from the North, and especially telegraphic news. The information is sent in perfect good faith and is the result of very careful examination and comparison, but it is often flatly contradicted before an hour is over. To-day, General Nieh has gone up the line with 5000 of his fairly drilled and well-armed men (from Lufu). On Tuesday, at 5 a.m., he was credibly reported to have advanced against the Boxers and killed one thousand. At 1 p.m. he had been defeated, slain, and his head was going round the countryside on the end of a pike. Whereas the facts were, that he got on board the Peking train at near Yangtsun (some 18 miles from Tientsin), advanced with it about three miles beyond Lufu and then ordered it instantly to return to Tientsin, as he saw the Boxers' fires on ahead. Now Mr. C. W. Campbell, of the Consular Service, and Mr. A. Currie, the engineer of the line, were on the train; they had a peaceful day, and were confident there were no fires and no sign of any enemy. They walked to go on, but the stout old soldier (!!) would not hear of it and insisted on going back to his men, professing great anxiety for the foreigners' lives. These gentlemen were in the General's presence an hour after the pike business; yet the latter had credit all over the city, even among many officials.

It is comely like this that makes one wholly dubious of another battle yesterday, in which Nieh defeated the Boxers and took ten heads. The probable facts are that Nieh's orders are to demonstrate against the Boxers in a passive way, do as much railway protection as possible, but to abstain from attack and not to fight at all except in self-defence. All the history of the past few days points to something like this. The Chinese could crush the sedition in a few days, if they wanted to. They don't want to, as the reactionaries are temporising and still hope there may be virtue in Boxer potency against foreigners. The sooner this is recognised the better. Get rid of the influence of Yu Hsien, Tuan, and men of like kidney in Peking, and the situation will brighten up immediately.

OUR DEFENCES.

The enemy (Boxers) is supposed to be in considerable numbers to the South and West of Tientsin. He may be, but it is ridiculous to think he will make any attempt here under present conditions. Lieutenant Wright, of H.M.S. *Orlando*, who was at first in charge of the marines and seamen, has done splendid service in organising the defence. He has the hearty co-operation of the American, German, Italian, Russian, and French guards in the place, and should a pinch come the Japanese would be of counsel join in. There are over 500 men from the fleet here, with two field guns and over a dozen machine guns. Within five hours, *duce* the Taku forts, an additional force of 3,000 or 4,000 could be up. The non-volunteers have formed a Home Guard, and measures have been taken so that we may be ready even for the most unlikely contingencies. Commander Granville, of the *Centurion*, is now in charge and communication is actively kept up with the flag-ship. There are 26 war vessels at Taku; omitting 6 Chinese ships, we may say there are 100,000 guns, 400 guns and nearly 10,000 men. The British Admiral has landed nearly 350 men, of whom 70 are in Peking.

The presence of this huge armament at Taku to meet only the Boxer *insuco* seems absurd. There is a growing suspicion that something greater is behind it all.

A CEREMONY OF PEACE.

Amidst all this petty war and rumour of war, it is pleasant to chronicle a ceremony of peace. Mrs. Scott, the wife of Bishop Scott, laid the memorial stone of All Saints' Church on Monday last, in Tientsin. It was a simple, cheerful and inspiring little function, well and gracefully done.

FRIDAY, 5th JUNE.

Various. £50,000 will, it is thought, cover the actual damage done so far to the railway plant and buildings.

General Tung Fu-shiang, one of Jung Lu's coadjutors, mentioned in the previous edict of Wednesday last, is the man who put down the Mahomedans in Kansu last year. He is himself said to be a Mahomedan, and is very strongly suspected of Boxer sympathies—no doubt a case of "similia similibus curantur." He is strongly anti-foreign, moreover.

The said edict but confirms that which before was "siccar," namely, that the Government is still wobbly, and is entirely unwilling to deal with the emergency. Inability has nothing to do with it; 70,000 fairly armed, well-drilled men of all arms, unable to put down two or three thousand claw-bacons, armed with spears and sickles, and finding all their potency in mystical humbug! The idea is preposterous.

Import trade has ceased and export trade is almost at vanishing point, being confined to stocks already ready for shipment. Passenger traffic outward is very active.

The Rev. H. V. Norman's murder is quite confirmed. He fell into the hands of a man named Li, the head man of a little township hard by. Li recently lost his son in a quarrel between Boxers and Christians, vowed vengeance and took it on his own hands. The Anglican Mission in North China has lost three members by martyrdom and three by death during the last six months. Miss Alice Marston, M.D., after a few years of splendid medical work in Peking in connection with the Mission, on her way home ruptured a blood vessel at sea, during a palsy-like outburst.

YESTERDAY'S (FRIDAY) NEWS.

What Paoingfu and Tungchow were in flames. Of the former there is no confirmation whatever; indeed there cannot be, as the wires and lines are both cut. The latter will most probably turn out to be that the extensive premises of A.B.M. have been destroyed, not that the whole city is aflame. We hear also of the U.S. Legation Guard marching out to bring in the missionaries.

It was reported to-day that the various British subjects in outlying parts of Peking have been ordered in, and that the English women are at the Legation.

It is generally believed in Tientsin that General Nieh is to be cashiered and that he has been formally reproved for excess of zeal in attacking a village where the folk were not Boxers. This is exceedingly probable. He sent a few heads into Tientsin on Thursday, but his soldiers showed their zeal most in looting Mr. Currie's at Yangtsun—a district which had been sent to protect. They wantonly destroyed things they could not take away.

Saturday, 9th June. Noon.

To-day had its usual crops of rubbishy rumours: (1) that the Boxers were crossing the Red Bridge (Gate) in large numbers; (2) that Yangtsun Station was gone and that Tientsin Station was to go tonight.

The facts are that the Tientsin Station has been under a British guard all day, and that, except for the abject fear of the railway employees, and the conspicuous absence of all the big men, everything has gone on as usual over there. The Peking traffic is stopped, but as Sir Claude has asked for more guards a determined attempt is to be made to-morrow (Sunday) morning, at 5 a.m., to send a train through with 70 marines under Major Johnston (red) and Captain Bates (blue). The Chinese, under pressure, have consented to the attempt. Lieutenant Wright, with a small armed guard and driven by a little crowd of foreign drivers, made a reconnaissance up the line this afternoon. As far as Yangtsun it was intact. He walked some four miles beyond and saw that the sleepers on two of the bridges had been fired and were charred. In one case a rail had been removed. For a distance of 23 miles out of Tientsin there was nothing that a few minutes' work would not put right, as far as a temporary service was concerned. The country and villages were as quiet as possible: no appearance of an enemy.

Saturday, 11th June. Just as I put my notes yesterday we had great and important incidents. As the wire is now cut (or rather as the telegraph people say it is cut) we know no particulars whatever of what transpired in the Capital on Saturday afternoon; but we know that all the Consuls and Commanders here received a series of in increasingly urgent wires from Peking for transmission to the Admirals at Taku. Those of the British and American Ministers were identical in spirit if not in words, and were somewhat as follows:—(1) Be ready to send a large force promptly. (2) Make all preparation for instant landing. (3) Send at once or you will be too late.

These messages all reached Taku between 3 p.m. and 11 p.m. Admiral Seymour had left a signalling party or shore, and when the last stirring message was flashed out, a fine piece of work was witnessed. By 5 a.m. a force of 1,570 odd men of all nationalities, with three days' rations, was at Tangu Station, fully armed, field guns, machine guns, etc., etc., the British Admiral (with his Flag Captain) in command. They were here at 7.30 a.m. and were entrained and off by 9 a.m. They made no secret whatever of their intention of going right into Peking, Boxers or no Boxers, Chinese willing or unwilling, railway open or broken. The damage done to the line will be less than that of a journey an affair of 48 or 60 hours instead of three, but materials and men were taken for the purpose of mending it. As far as is known only a few sleepers on the bridges have been burned; and a rail here and there ruined.

Profound anxiety is felt in Tientsin as to what has occurred in Peking, and still more apprehension as to what may be happening now. Our assumptions are that the troops were threatening to get out of hand and to join the mob; if this be so the rabble will now know that a large force is *en route*; this may either precipitate what we half fear, or on the other hand may obviate it. One can never tell how an ignorant and cowardly body may act, as caprice and fear are erratic guides.

A reassuring telegram dated noon on Sunday is our last one through: this says "still unhurt, but unsafe." From this we learn that nothing tragical or serious had occurred up to that time when the guards were 25 miles out of Tientsin (at most three days' march from Peking). At noon yesterday, six hundred more men arrived from Taku, half of whom were Germans, the others British and French. It should be stated that half of the large force in the morning was British. These were entrained early in the afternoon. Director Tong of the Railway met the consular protest, but Capt. Bailey, R.N., took matters into his own hands, and with the friendly co-operation of all the officers of the forces cleared the station; putting naval officers, &c., in charge of the train. Just as all was ready to start, the Viceroy's formal permission arrived.

Many of our guards have left for Peking, but they have been replaced, and Capt. Bailey is now senior officer here, with about 600 men at disposal. We feel no anxiety for ourselves; indeed Tientsin is eager to have the privilege of pricking the Boxer bubble. This will have to be done by one means or other before the native and the official mind can return to its normal quiescence. The rubbish that finds credit about the power of these fellows is beyond all belief—the foreign settlement is to be razed within three days, and every man jack of us expelled from China by 10,000 Boxers. It would be truly laughable if it ended there; but unhappily two-thirds of Chinese officialdom in Peking believe it true, and what is more, hope it is true. They are sitting on the wall accordingly. It is to their influence we owe all the skilful-skamble stuff of the Edicts and the shilly-shally attitude of the soldiers.

I have excellent reason for asserting that General Nieh's apparent policy is solely to result in his desirable instructions. He told the Viceroy (Yu Lu) here the other day that he was willing to accept all responsibility, and stop the sedition promptly. But the Viceroy himself is under very strong orders to his own action. As far as he can he co-operates promptly and earnestly with the Consuls, and he has done everything in his power to allay panic. He has in all cases given permission to entrain, though much time has been lost by each petty man throwing the onus of responsibility on to the man above him.

Petty officialdom is in a terrible state and is in many cases leaving its post. The passenger trade to the South is continuing, but has not yet extended to the Europeans. Most of our ladies refuse to go.

The Hammer, store-ship, is at Paitaiho, and is doubtless having a steady effect on the 25 American missionaries (from inland stations), and equal number of British subjects. There is no news whatever of Paoingfu or of Tungchow.

Sunday, 8th June.

Later. Two hundred Russians and fifty French came in by this morning's tide, and got up here early. The usual "non possumus" was put on their training, but the officers at once commanded an engaging, but a Belgian on the footplate and went off. The Chinese employees stood aloof to a man, doubtless under orders, but a stoker was caught and pressed into service.

We hear that the expedition yesterday got as far as Lufu, 31 miles out; so it is now on the edge of the sedition districts.

A wire got here this morning, it is said by a circuitous route, dated Peking, last night, saying they were still unattacked, but very anxious.

The Boxer business has sunk into comparative insignificance. The Chinese say that the centre of its activity is now shifting round to the Eastward in the Tonsan direction, but like all the Chinese news this is more supposition than fact.

The large foreign contingent in Tongshan threatened to come down to Tientsin, but now that a guard of 40 marines has gone up there, will not do so. A row at the coal-pits will be a big scrimmage, as there are great numbers of Cantonese in the pits, and these would almost to a certainty go for the natives. No word from Paoingfu, Tungchow, and Peking.

Monday, 4th June.

VICTORIA CROSS SOLD.

A Victoria Cross was put up for auction in London at Sotheby's sale rooms in Wellington St., Strand, on the 18th May.

It was awarded to an officer for various acts of gallantry performed during the defence of the Residency of Lucknow from 30th June to 22nd Nov., 1857.

The little piece of bronze realised 100 guineas.

SHIPPING REPORTS.

Capt. H. Barlow, of the steamship *Anping*, from Shanghai, reports:—Moderate N.E. winds and dull cloudy weather throughout.

Captain G. W. Pennefather, of the steamship *Kailang*, from Hilo, reports:—Strong variable S.W., S.E., N.E. and N. winds, high confused sea and squally, with heavy rain throughout.

Captain Hall, of the steamship *Haiching*, from Foochow, Amoy, and Swatow, reports:—Foochow to Swatow fresh N.E. winds and clear. Swatow to Hongkong weather unsettled with heavy rain at times. Steamers in Amoy:—*Shantung, Irene, Pinching, Charterhouse*, and *Singon*. In Swatow:—*Whampoa, Chowai, Woosung, Newchwang, Wufu*, and *Wuchang*.

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on fifteen years' observations to 1895.

Barometer 29.764
Thermometer 80.7
Humidity 83.0
Rainfall 16.496

TO-DAY.

WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer 29.85 29.81
Thermometer 80 82
Humidity 91 81
Rainfall 0.79

TO-DAY.

Friday, 22nd June, 1900.
Chinese—20th of 5th moon of 26th year of Kwang-shi.
Sun—Rises 5hr. 18min.
Sets 5hr. 45min.
High water—Morning 5hr. 45min.
Afternoon 5hr. 39min.
Low water—Morning 1hr. 47min.
Afternoon 10hr. 39min.

ANNIVERSARIES.

1840—Canton blockaded by the British.
1855—Serious damage caused by excessive rains in Hongkong.
1894—Loss of H.M.S. *Victoria* with 351 lives.
1897—Celebration of the Diamond Jubilee of H. M. Queen Victoria.
1898—American flag hoisted on the Island of Guam.—American troops land at Agaña under fire from Spanish fleet.
1899—Armed attack on Custom station and French Consulate at Mengtze Yunnan.

TO-MORROW.

Saturday, 23rd June, 1900.
Chinese—21st of 5th moon of 26th year of Kwang-shi.
Sun—Rises 5hr. 19min.
Sets 5hr. 46min.
High water—Morning 5hr. 39min.
Afternoon 5hr. 39min.
Low water—Morning 1hr. 48min.
Afternoon 10hr. 40min.

ANNIVERSARIES.

1843—Kiyung visited Hongkong.
1848—Red Republican rising in Paris suppressed; 10,000 lives lost.
1874—Shock of earthquake in Hongkong.
1884—French troops defeated by Chinese near Langson.
1886—Steamer *City of Tokio* lost on Sagami point.
1894—Prince Edward Albert born.
1897—Commemoration stones of Women's Hospital and Jubilee Road laid by H.E. Sir William Robinson, G.C.M.G.
1898—American troops landed at Baiguire, 17 miles from Santiago.
1899—Mr. C. W. Kinder Engineer in Charge of the Imperial Chinese Railway dismissed for alleged insubordination.

AGENDA.

TO-DAY.

8 p.m.—Regular Meeting of the Lion and Rose Lodge.

TO-MORROW.

Noon—P. & O. steamer *Clyde* leaves for London.
Noon—C. N. Co.'s steamer *Kwaiyang* leaves for Cebu and Hilo.
5 p.m.—E. & A. S. Co.'s steamer *Australian* leaves for Australia.
Cargo ex *America Maru* subject to rent.

MONDAY, 25th.

11 a.m.—Meeting of the Executive Council in the Council Chamber at Government Offices.
3 p.m.—Public Auction Sale of Crown Land (Nos 302, and 303) at the Offices of the P. W. D.
3 p.m.—Meeting of Legislative Council.
4 p.m.—C. N. Co.'s steamer *Kailang* leaves for Manila.

TUESDAY, 26th.

O. S. Co.'s steamer *Antenor* leaves for London via Suez Canal.
Noon—T. K. K. Co.'s steamer *America Maru* leaves for San Francisco via Honolulu.
Cargo ex *Benloma* subject to rent.
Cargo ex *Wakaba Maru* subject to rent.

WEDNESDAY, 27th.

C. P. R. steamer *Empress of India* leaves for Victoria B.C. etc.
5 p.m.—C. & M. S. N. Co.'s steamer *Diamante* leaves for Manila.

THURSDAY, 28th.

Noon—N. L. steamer *Oldenburg* leaves for Europe.
O. S. Co.'s steamer *Ulysses* leaves for Liverpool (direct).

FRIDAY, 29th.

Daylight—N. Y. K. steamer *Yakuba Maru* leaves for Marcellis, London etc.
4 p.m.—N. Y. K. steamer *Futami Maru* leaves for Australia via Manila.
8 p.m.—Regular Meeting of the Lion and Rose Lodge.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (City of Peking) 25th inst.
German (Stuttgart) 27th inst.
German (Oldenburg) 27th inst.
American (Gaelic) 4th prox.
Canadian (Empress of Japan) 10th prox.
American (Hongkong Maru) 12th prox.

The P. & O. S. N. Co.'s steamer *Banca*, left Singapore for this port on the 21st inst., at 3 p.m.

The N. Y. K.'s steamer *Yakuba Maru*, (Australian Line) left Manila for this port yesterday, the 21st inst., and is expected to arrive here on the 23rd inst.

The steamer *Kailang*, from Glasgow and Birkenhead left Singapore for this port on Wednesday, the 20th inst., p.m., and may be expected here on or about the 26th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
U.S.S. Monterey at Kowloon Dock.
U.S.S. Oregon " "
Sunking " "
Fausang " "
Changsha " "
Freiburg " "
Chunshang " "
America Maru " "
Goodwin Cosmopolitan
Miles Aberdeen
Petrarch " "

PASSED THE CANAL.

Outward—5th June—*Savona, Holsatia, Tamba Maru, Stuttgart, 8th June—Kanagawa Maru, Calchas, Erschberg, F. Ferdinand, 12th June—Arai, Clis, Marie Valerie, Corwin, Tonkin, Malia, Ega, 15th June—Orestes, Skinnaro Maru, St. Regulus, 19th June—Aunam, Glenharner, Konig Albert, Teukai.*

Homeward—5th June—*Malacca, 8th June—Preussen, 12th June—Ixion, 13th June—Konigsberg, 19th June—Oceanien, Samaki Maru, Altonius.*

Arrivals at Home—20th June—*Looshtekken, Maria Valerie, Pathan.*

Shipping.

Arrivals.

YOKOHAMA, Japanese steamer, 2,226 Y. Minamigawa, 21st June, Keelung 19th Jan. Coal—Japanese.
KAIFONG, British steamer, 1,024 G. W. Pennefather, 22nd June, Hilo 17th June, Sugar.
Butterfield & Swire.
ANPING, Chinese steamer, 1,758 H. Barlow, 22nd June, Shanghai 19th June, General.
C. M. S. N. Co.
STANFIELD, British bark, 662, Wilson, 22nd June, Rajang 2nd June, Timber.
Master.
VALETTA, British steamer, 2,073, F. N. Tillard, 22nd June, London and Singapore 23rd June, Mails and General.—P. & O. S. N. Co.
WINGANG, British steamer, 1,517, T. H. Sellar, 22nd June, Canton 21st June, General.—Jardine, Matheson & Co.
HAICHING, British steamer, 1,267, Hall, 22nd June, Foochow 19th June, Amoy 20th, and Swatow 21st, General.—Douglas, Lapraik & Co.
OTTER, British torpedo-boat destroyer, 360, Walker, 22nd June, Singapore 15th June, and Devonport 18th May.
PIQUE, British gunboat, 3,600, Reynolds, 22nd June, Singapore 15th June.
HORIHO, French steamer, 509, Godman, 22nd June, Pakhoi and Hoihow 21st June, General.—A. R. Marty.
SZECHUEN, British steamer, 1,158, A. C. Hall, 22nd June, Canton 22nd June, General.—Butterfield & Swire.

Clearances at the Harbour Office.
Kongwai, British str., for Bangkok.
Itoshima Maru, Japanese str., for Singapore.
Amoying, Chinese str., for Canton.
Haiching, British str., for Swatow.
Kongnani, British str., for Canton.

Departures.
June 22, *Esmeralda*, British str., for Manila.
June 22, *Germania*, German str., for Saigon.
June 22, *Tataros*, German str., for Saigon.
June 22, *Kwangsue*, British str., for Canton.
June 22, *Decima*, German str., for Canton.
June 22, *Cedra Bank*, British 4-masted bark, for Portland.

June 22, *Benloma*, British str., for Nagasaki.
June 22, *Chingco*, British str., for Manila.
June 22, *Deulera*, German str., for Tourn.
June 22, *Anping*, Chinese str., for Canton.

Passengers—Arrived.
Per *Anping*, from Shanghai—Mr. F. Hanum, and 16 Chinese.
Per *Haiching*, from Coast Ports—Miss Rosario, Messrs. Sutton, Reynolds, Bryson, and 129 Chinese.
Per *Kailang*, from Hilo—Messrs. Dominador Jarroillo, Florencio Jarroillo, Benjamin Jalandoni, Ellentario Jarroillo, Gaudencio Albayore, Esteban Jalandoni, Mrs. Mordey and 2 servants, and 11 Chinese.
Per *Valetta*, from London for Singapore—Lieut. Simpson, for Hongkong—Dr. R. Gibson, Capt. J. C. Sarnie, Messrs. J. L. Houston, D. H. and H. E. C. Clithwaite, F. Colson, G. Glover, W. Davidson, G. Duncan, H. Cooper, J. Bellam, Butcher, Mr. and Mrs. J. Cummiskey and infant, Surgeon J. C. Watt, Mr. J. H. Simpson, Mr. and Mrs. S. W. Merchant, child and infant. From Brindisi—Mr. S. D. Thomas, From Marcellis—Messrs. J. P. MacKintosh and E. Hedgrie, Jr. From Colombo—Mr. F. C. Fletcher, From Penang—Messrs. G. E. J. Litton and servant, L. E. J. Wollerston, Tas Hsu, In Yuk Yang, In Yuk Khan, and 1 Chinese. From Singapore—Messrs. C. A. V. Banderia, B. R. M. de Brito, Mrs. J. C. G. de Brito, and child, Messrs. Song Fong, Chhandanena and Alunchand, and 4 Chinese. For Yokohama from London—Messrs. Christopher and R. B. Stewart. From Marcellis—Mr. A. Clark. For Shanghai from London—Messrs. H. Howell, R. C. Aiers and Phipps. From Marcellis—Sir John Lister Kaye, Messrs. J. Laster, G. E. Erliss and Gewowski.

To be Let.

TO LET.
A FURNISHED ROOM on the LOWER LEVEL, WITH or WITHOUT BOARD.
Apply to—
c/o Office of This Paper.
Hongkong, 19th June, 1900. [783b]

TO LET.
"HARFORD" MAGAZINE GAP.
GROUND FLOOR, 52, PELL STREET.
15, PRATA CENTRAL, ROOMS on 2ND FLOOR.
"GLENIFFER" KOWLOON.
A HOUSE IN RYON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 18th June, 1900. [21]

Shipping.
STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAICHING."
Captain Hall, will be despatched for the above Ports, on SUNDAY, the 24th instant, at 9 A.M.
For Freight or Passage, apply to
DOUGLAS LAIRRAK & Co.,
General Managers.
Hongkong, 21st June, 1900. [792b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship

"SZECHUEN."
Captain Hall, will be despatched as above on TUESDAY, the 26th instant, at 2 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st June, 1900. [791b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"ANTENOR."
Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th May, 1900. [643b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's New Steamship

"DIAMANTE."
Captain A. Ramsay, will be despatched for the above port, on WEDNESDAY, the 27th instant, at 5 P.M.
The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 21st June, 1900. [790b]

NIPPON YUSEN KAISHA.

FOR MANILA.
THE Company's Steamship

"FUTAMI MARU."
(3,800 Tons Gross, Captain J. Thom), will be despatched for the above Port, on FRIDAY, the 29th instant, at 4 P.M.
This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
Return Tickets issued by this Company are available for return by steamers of the other Lines.
For Freight or Passage, apply to
A. S. MITHARA,
Manager.
Hongkong, 21st June, 1900. [793b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"CHINGTU."
Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.
The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.
A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th June, 1900. [776b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHINGTU."
Captain Williams, will be despatched on SATURDAY, the 14th July, at 4 P.M.
The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.
A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th June, 1900. [776b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship

"CHINGTU."
Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.
The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.
A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th June, 1900. [776b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship

"CHINGTU."
Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.
The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.
A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th June, 1900. [776b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship

"CHINGTU."
Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.
The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.
A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th June, 1900. [776b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship

"CHINGTU."
Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.
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BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th June, 1900. [776b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship

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For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th June, 1900. [776b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship

"CHINGTU."
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A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th June, 1900. [776b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship

"KANSU."
Captain Somerville, will be despatched as above TO-MORROW, the 23rd instant, at 2 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th June, 1900. [784b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"AUSTRALIAN."
Captain Hems, will be despatched as above TO-MORROW, the 23rd instant, at 5 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
A Stewardess and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th June, 1900. [733b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"MAIDZURU MARU."
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 24th instant, at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 18th June, 1900. [45]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"SUISANG."
Captain Tadd, will be despatched as above on MONDAY, the 25th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 20th June, 1900. [786b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"KAIFONG."
Captain Pennefather, will be despatched as above on MONDAY, the 25th instant, at 4 P.M.
The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th June, 1900. [775b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.
THE Company's Steamship

"ANPING MARU."
Captain J. Saito, will be despatched for the above Ports, on WEDNESDAY, the 27th instant, at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 13th June, 1900. [759b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).
Taking Cargo at London Rates.
THE Company's Steamship

"ULYSSES."
Captain Brown, will be despatched as above on THURSDAY, the 28th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th June, 1900. [780b]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.
THE Steamship

"BENALDER."
Captain C. K. McInnes, will be despatched as above on or about THURSDAY, the 5th July.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 13th June, 1900. [760b]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ETTRICKDALE."
will be despatched for the above Port on or about the 6th July, and the S.S. "SIKH" on or about the 13th July. They will be followed by the
S.S. "AFGHANISTAN."
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 11th June, 1900. [4]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"MENELAUS."
Captain Towell, will be despatched as above on TUESDAY, the 10th July.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th June, 1900. [725b]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ACARA."
will be despatched for the above Port on or about the 15th July.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 1st June, 1900. [715b]

THE Company's Steamship

FOR SHANGHAI.
THE Company's Steamship

"KANSU."
Captain Somerville, will be despatched as above TO-MORROW, the 23rd instant, at 2 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th June, 1900. [784b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"AUSTRALIAN."
Captain Hems, will be despatched as above TO-MORROW, the 23rd instant, at 5 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
A Stewardess and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th June, 1900. [733b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"MAIDZURU MARU."
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 24th instant, at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 18th June, 1900. [45]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"SUISANG."
Captain Tadd, will be despatched as above on MONDAY, the 25th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 20th June, 1900. [786b]

CHINA NAVIGATION COMPANY, LIMITED.

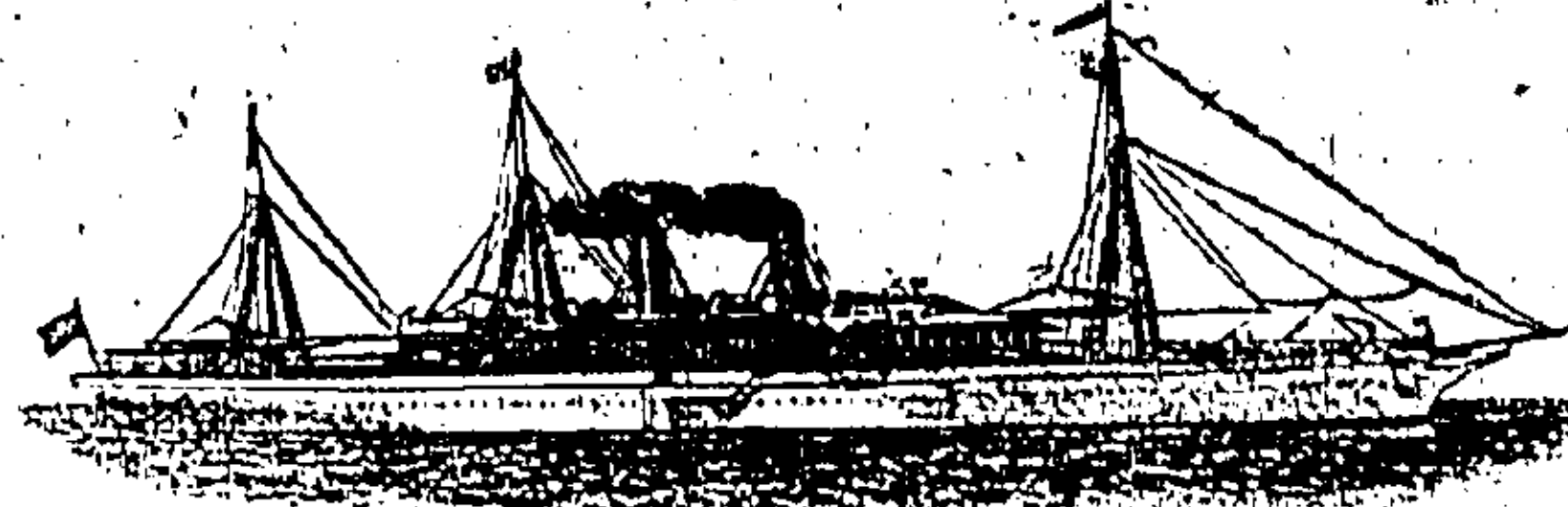
FOR MANILA.
THE Company's Steamship

"KAIFONG."
Captain Pennefather, will be despatched as above on MONDAY, the 25th instant, at 4 P.M.
The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th June, 1900. [775b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.
THE Company's Steamship

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th June.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 18th July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Raffles Street. [13]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenzie 3750 [W. Frakes.] July 3
Queen Adelaide 2832 [F. McNair.] July 25
Duke of Fife 3821 [J. S. Cox.] July 28
Victoria 3502 [T. Fenton.] Aug. 7

ALSO
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Argyll 2907 [S. Thomson.] June 30
Monmouthshire 2874 [J. Kennedy.] Aug. 4
Dunelm 3601 [W. Watt.] Aug. 25
Argyll 2907 [S. Thomson.] Sept. 15

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full), by 5 P.M., on the day previous to sailing.
For further information apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 14th June, 1900. [14]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.
Tigra 3812 about June 30
Ensign 3177 about July 31
Carlisle City 3002 about Aug. 20
Strathgyle 5023 about Sept. 15

THE Steamship
"THYRA,"
will be despatched for MOJI, KOBE, YOKOHAMA, SAN DIEGO & SAN FRANCISCO, on or about SATURDAY, the 30th instant.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan. [28]

THE Company's Steamship

"GAELIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU.....	{ NAGASAKI, KOBE and YOKO- HAMA	SUNDAY, 24th June, at Daylight.
INABA MARU.....	{ MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 29th June, at Daylight.
FUTAMI MARU.....	{ SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th June, at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MITHARA,
Manager.

Hongkong, 22nd June, 1900. [6]

NORDDEUTSCHER
LLOYD.HAMBURG-AMERIKA
LINIE.

(Freight Service.)
(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARMENIA.....	{ NEW YORK, (via SUEZ CANAL)	29th June, Freight.
SAMBIA.....	{ COLOMBO, HAVRE, BREMERHA- VEN and HAMBURG	3rd July, Freight.
WITTENBERG.....	{ HAVRE and HAMBURG	About 17th July, Freight.
*SAVOIA.....	{ LONDON with transhipment in HAMBURG	About 7th August, Freight and Passage.
ALESIA.....	{ HAVRE and HAMBURG	About 20th August, Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor, and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents. [27]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

